AD/COOL/2 Stewart Warner Oil Coolers - Inspection and Replacement NK

Applicability: Stewart Warner Oil Coolers:

Stewart-Warner Model Numbers	Begining Serial Numbers	Ending Serial Numbers
8406J	12558	16212
8406L	1496	1763
8432K	514	541
8432L	631	964
10568C	1105	1141
10578B	2212	2316
10599A	7369	9013
10610A	815	1956
10614A	732	947
10622A	334	394
10634D	105	907
8446C	575	629
8437C	422	472
10641B	143	162
8493B	1269	1603

Which do not have a date ink stamped next to the nameplate.

Note: Oil coolers of the above model and S/Nos. that do have a date ink stamped next to the nameplate have been inspected and found satisfactory for continued use.

Requirement:

1. Inspect the engine oil cooler for applicability within the affected model and serial number range.

2. If the oil cooler has accumulated 10 hours or less time in service since new, replace with a serviceable cooler not of the above serial numbered range unless the serial number has a date ink stamped next the oil cooler nameplate.

3. If the oil cooler has accumulated more than 10 hours time in service since new, inspect the cooler for oil leakage.

4. If leakage is evident, replace cooler as in paragraph 2.

5. If no leakage is evident, fabricate and install the following placard on the aircraft instrument panel:

   "Visually inspect oil cooler for leakage prior to each flight".

Note 1: FAA AD 80-25-07 refers.

Note 2: This inspection may be performed by the pilot.

These oil coolers may be installed on, but not limited to, the following aircraft:

Bellanca Models :	7GCAA, 7GCBC, 7KCAB, 8GCBC and 8KCAB.
Cessna Models: (including Reims Aviation)	152, A152, F152, FA152, 172I, 172K, 172L, 172M, 172N, 172P, 172RG, F172L, F172M, F172P, 177, 177A, 177B, 177RG, F177RG, R182, FR182, TR182, T182, A188B, T188C, 210N, T210N and P210N.
Piper Models:	PA-38-112 and PA-44.
Mooney Models:	M20C, M20E, M20F, M20G and M20J.
Great Lakes Models:	2T-1A-1 and 2T-1A-2.
Beech Models:	76, 77 and C-23.

Compliance: For Para. 2 - Inspect before further flight. Replace within 10 hours time in service.

For Para. 3 - Inspect before further flight.

Background: Improper heat treatment during manufacture has resulted in several failures of oil coolers overseas. In flight failure of an oil cooler may be a fire hazard.